

GENERAL NEWS
OF INDUSTRIES

The Reading railroad continues gaining on its previous loss in tonnage, and there is every indication now, if we may believe the Stockholder, that it will close the year nearer to its regular allotted percentage than for several years past. The shipments from its region—the Schuylkill—alone showed an increase of 100,000 tons, while the gain was 1,512,000 tons for the entire year. The Lehigh and Wyoming regions both sustained decreases in their shipments, the former 3,950 tons and the latter 38,253 tons. The net result was, therefore, a decrease in shipments from the three regions of 37,073 tons, making the decrease for the year to date 1,738,141 tons. The shipments for the week aggregated 699,618 tons, which was the lowest so far this month, as they amounted to 720,985 tons in the first week and 672,345 tons in the second week. The aggregate shipments in 1894 are 2,059,238 tons, but there are nearly two weeks yet to be heard from, and unless the restriction is very much greater than it has been so far in August the 40 per cent restriction agreed upon will be greatly exceeded.

A Scottsdale dispatch says: Four years ago the Charlotte furnace was blown out and relined, but owing to clackings among the members comprising the firm, has never been operated since and the property was placed in the hands of trustees. A deal has just been concluded which passes the title to the National Foundry and Pipe Works, of Scottsdale. The furnace added to the National Pipe Foundry. The sale includes over fifty acres of land adjoining the plant and the lease of the Mount Vernon mines for six years. This tract embraces a large area of native ore easily mined and has on it a twenty-five foot vein of limestone. The purchasers will put everything in operation as soon as possible, and a big boom is expected for Scottsdale. There are now 1,770 acres of land in this region and this number will be increased this week to 12,500. The shipments of coke last week amounted to 6,100 cars, an increase of over 300 cars above the shipments of the week previous.

BORROWED FROM SAWARD:
At St. Paul, Minn., anthracite coal sells at \$7.00 per ton retail.

At New Britain, Conn., \$3.45 was the price of anthracite for city coal.

Cars are blocking the soft coal carrying roads to many of the shipping points.

It is said that the Grand Trunk will take at Niagara Falls, Ont., a consignment of 2,000 cars of coal from the Lehigh Valley Coal company, destined for St. Louis.

Average price of coal at the pits in great Britain last week was 7s. 3d.—\$1.75. The average for the first week of the month was 7s. 6d., including the high-priced far western states.

A very rich vein of coal has recently been discovered on the line of the Gulf and Glendon railroad in North Carolina.

The officials of the Michigan Central have notified the smoke department and Chief Inspector Adams of Chicago, that they are about to begin the use of smokeless coal. This must mean anthracite.

One hundred and twenty-six locomotives are loaded at the Ninth and Wallace street locomotive coaling station of the Reading railroad at Philadelphia. The total amount of coal delivered daily to those locomotives is 585 tons.

Dr. John S. Wentz, of the Silver Brook Coal company, believes his men in the new deep sinking are within thirty feet of the old East gateway of the former slope, and when reached it will respond to them thousands of tons of coal.

One Bostonian is said to believe that there is anthracite coal in what is known as the Musquash district in Nova Scotia, and he is said to be willing to spend \$10,000 to ascertain conclusively there are seams of coal in paying quantities.

The quantity of coal raised in the southern portion of Russia, including the Donetz and Krivoi Rog districts amounted in round numbers to 2,194,000 tons last year against 2,058,000 tons in 1902; and of iron ore to 690,000 tons against 527,000 tons.

It appears by a recent bill of coal—anthracite—to a western town, that the freight was two and two-thirds the price charged at the mines for the coal. The town was near Chicago at that. It is any wonder that the demand for anthracite does not grow as it should?

J. E. Unstead, formerly superintendent of the Delaware and Schuylkill railroad, is the chief engineer of A. S. Van Winkle & Co.'s new Lehigh Valley, Trexler and New Boston road. Mr. Unstead is an old Lehigh Valley man, having had charge of a division for that company before engaging with the Delaware and Schuylkill railroad company as their assistant engineer and first superintendent.

The amount of coal chartering for the head of the lakes is steadily increasing. Already the movement of coal to Superior and Duluth is superior in volume, and it is expected to arrive at rapidly increasing the present week as they did last week there have been rumors that the coal handlers will strike again as soon as they see the coal cars come thick enough to cause serious delays.

NEW YORK PRODUCE MARKET.
New York, Aug. 26.—Flour—Dull, easy, neglected.

WHEAT—Dull, firm; No. 2 red, store and elevator, 55¢; do, 55¢; No. 1, 54¢; No. 3, 53¢; No. 4, 52¢; No. 5, 51¢; No. 6, 50¢; No. 7, 49¢; No. 8, 48¢; No. 9, 47¢; No. 10, 46¢; No. 11, 45¢; No. 12, 44¢; No. 13, 43¢; No. 14, 42¢; No. 15, 41¢; No. 16, 40¢; No. 17, 39¢; No. 18, 38¢; No. 19, 37¢; No. 20, 36¢; No. 21, 35¢; No. 22, 34¢; No. 23, 33¢; No. 24, 32¢; No. 25, 31¢; No. 26, 30¢; No. 27, 29¢; No. 28, 28¢; No. 29, 27¢; No. 30, 26¢; No. 31, 25¢; No. 32, 24¢; No. 33, 23¢; No. 34, 22¢; No. 35, 21¢; No. 36, 20¢; No. 37, 19¢; No. 38, 18¢; No. 39, 17¢; No. 40, 16¢; No. 41, 15¢; No. 42, 14¢; No. 43, 13¢; No. 44, 12¢; No. 45, 11¢; No. 46, 10¢; No. 47, 9¢; No. 48, 8¢; No. 49, 7¢; No. 50, 6¢; No. 51, 5¢; No. 52, 4¢; No. 53, 3¢; No. 54, 2¢; No. 55, 1¢; No. 56, 0¢; No. 57, 0¢; No. 58, 0¢; No. 59, 0¢; No. 60, 0¢; No. 61, 0¢; No. 62, 0¢; No. 63, 0¢; No. 64, 0¢; No. 65, 0¢; No. 66, 0¢; No. 67, 0¢; No. 68, 0¢; No. 69, 0¢; No. 70, 0¢; No. 71, 0¢; No. 72, 0¢; No. 73, 0¢; No. 74, 0¢; No. 75, 0¢; No. 76, 0¢; 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No. 772, 0¢; No. 773, 0¢; No. 774, 0¢; No. 775, 0¢; No. 776, 0¢; No. 777, 0¢; No. 778, 0¢; No. 779, 0¢; No. 780, 0¢; No. 781, 0¢; No. 782, 0¢; No. 783, 0¢; No. 784, 0¢; No. 785, 0¢; No. 786, 0¢; No. 787, 0¢; No. 788, 0¢; No. 789, 0¢; No. 790, 0¢; No. 791, 0¢; No. 792, 0¢; No. 793, 0¢; No. 794, 0¢; No. 795, 0¢; No. 796, 0¢; No. 797, 0¢; No. 798, 0¢; No. 799, 0¢; No. 800, 0¢; No. 801, 0¢; No. 802, 0¢; No. 803, 0¢; No. 804, 0¢; No. 805, 0¢; No. 806, 0¢; No. 807, 0¢; No. 808, 0¢; No. 809, 0¢; No. 810, 0¢; No. 811, 0¢; No. 812, 0¢; No. 813, 0¢; No. 814, 0¢; No. 815, 0¢; No. 816, 0¢; No. 817, 0¢; No. 818, 0¢; No. 819, 0¢; No. 820, 0¢; No. 821, 0¢; No. 822, 0¢; No. 823, 0¢; No. 824, 0¢; No. 825, 0¢; No. 826, 0¢; No. 827, 0¢; No. 828, 0¢; No. 829, 0¢; No. 830, 0¢; No. 831, 0¢; No. 832, 0¢; No. 833, 0¢; No. 834, 0¢; No. 835, 0¢; No. 836, 0¢; No. 837, 0¢; No. 838, 0¢; No. 839, 0¢; No. 840, 0¢; No. 841, 0¢; No. 842, 0¢; No. 843, 0¢; No. 844, 0¢; No. 845, 0¢; No. 846, 0¢; No. 847, 0¢; No. 848, 0¢; No. 849, 0¢; No. 850, 0¢; No. 851, 0¢; No. 852, 0¢; No. 853, 0¢; No. 854, 0¢; No. 855, 0¢; No. 856, 0¢; No. 857, 0¢; No. 858, 0¢; No. 859, 0¢; No. 860, 0¢; No. 861, 0¢; No. 862, 0¢; No. 863, 0¢; No. 864, 0¢; No. 865, 0¢; No. 866, 0¢; No. 867, 0¢; No. 868, 0¢; No. 869, 0¢; No. 870, 0¢; No. 871, 0¢; No. 872, 0¢; No. 873, 0¢; No. 874, 0¢; No. 875, 0¢; No. 876, 0¢; No. 877, 0¢; No. 878, 0¢; No. 879, 0¢; No. 880, 0¢; No. 881, 0¢; No. 882, 0¢; No. 883, 0¢; No. 884, 0¢; No. 885, 0¢; No. 886, 0¢; No. 887, 0¢; No. 888, 0¢; No. 889, 0¢; No. 890, 0¢; No. 891, 0¢; No. 892, 0¢; No. 893, 0¢; No. 894, 0¢; No. 895, 0¢; No. 896, 0¢; No. 897, 0¢; No. 898, 0¢; No. 899, 0¢; No. 900, 0¢; No. 901, 0¢; No. 902, 0¢; No. 903, 0¢; No. 904, 0¢; No. 905, 0¢; No. 906, 0¢; No. 907, 0¢; No. 908, 0¢; No. 909, 0¢; No. 910, 0¢; No. 911, 0¢; No. 912, 0¢; No. 913, 0¢; No. 914, 0¢; No. 915, 0¢; No. 916, 0¢; No. 917, 0¢; No. 918, 0¢; No. 919, 0¢; No. 920, 0¢; No. 921, 0¢; No. 922, 0¢; No. 923, 0¢; No. 924, 0¢; No. 925, 0¢; No. 926, 0¢; No. 927, 0¢; No. 928, 0¢; No. 929, 0¢; No. 930, 0¢; No. 931, 0¢; No. 932, 0¢; No. 933, 0¢; No. 934, 0¢; No. 935, 0¢; No. 936, 0¢; No. 937, 0¢; No. 938, 0¢; No. 939, 0¢; No. 940, 0¢; No. 941, 0¢; No. 942, 0¢; No. 943, 0¢; No. 944, 0¢; No. 945, 0¢; No. 946, 0¢; No. 947, 0¢; No. 948, 0¢; No. 949, 0¢; No. 950, 0¢; No. 951, 0¢; No. 952, 0¢; No. 953, 0¢; No. 954,